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THIS IS UNEVALUATED INFORMATION

The Seehydrographische Dienst (Maritime Hydrographic Service) in Berlin (SHD) was subordinate to the Sea Police. Fregattenkapitän Grawe (fnu) was appointed head of the SHD after Dr Bruns (fnu) had resigned in January 1953.¹ Korvettenkapitän Scheib (fnu) was deputy head and Korvettenkapitän Richter (fnu) was political officer. Zelnikov (fnu) was Soviet liaison officer to the SHD. The SHD in Berlin included Section I for Planning and Supervision which dealt with the supervision of hydrographic and geodetic surveys and was headed by Korvettenkapitän Pouker (fnu) who was assisted by Lechner (fnu) Grad. Eng., a civilian employee. The SHD nautical section was headed by Korvettenkapitän Karlheinz Balzer who had Korvettenkapitän Zuehlendorf (fnu) as assistant. The personnel section was headed by Korvettenkapitän Tuerpe (fnu) and the cartographic section was headed by Protz (fnu), a civilian employee. Section V for Supply of Materials and Administration, was headed by Korvettenkapitän Tietz (fnu) with Army Captain Gerlike (fnu) serving as financial adviser and Schroeder (fnu), a civilian serving as adviser for materials. The oceanographic section was headed by Dr Bittelmeier (fnu), a civilian and had the surveying vessels JOHANN L. KRUEGER and MAGNETOLOGE under its orders.

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2. SHD Stralsund, SHD Wolgast, SHD Warnemuende and the Wissenschaftliche Forschungsanstalt in Friedrichshagen (Research Institute) were subordinate to the SHD Berlin. Head of the SHD Stralsund was Korvettenkapitaen Fliegner (fnu) with Korvettenkapitaen Juelke (fnu) as his deputy. Kapitaenleutnant Schumann (fnu) was political officer and Asmus (fnu), a civilian employee was head of the administration section. Westphal (fnu), a civilian employee, was responsible for the employment of seagoing surveying vessels, motor vehicles and instruments. SHD Stralsund comprised three offices. The first office which was headed by Korvettenkapitaen Juelke with Kapitaenleutnant Adler (fnu) as his deputy included a nautical section, a hydrographic group and a section for sea lights and buoyage which was headed by Petersen (fnu), a civilian employee and had sea-mark inspection vessel MECKLENBURG and buoyage tender MOEWE under its orders. This latter ship,

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steamer of about 500 GRT, ran ashore near Prerow in 1950. ALFRED MERZ was temporarily attached to this section while MOEWE was under repair in February 1953. The nautical section was headed by Korvettenkapitaen Adler, included Kapitaenleutnant Leithold (fnu) and, as compass adjusters, Schulz (fnu), Schnabel (fnu) and Burmeister (fnu), who were civilian employees. The hydrographical group for the hydrographical checking of harbors and sea-marks included Oberleutnant Weichbrot (fnu) as chief, four surveying engineers ranking as chief petty officers and was equipped with motor launch KRANICH for surveying. The second office included sections for hydrographic survey operations, a drafting group, three maritime surveying groups, the Hinz special group and the geodetic surveying group. The hydrographic surveying operations section was headed by Korvettenkapitaen Fliegner with Army Captain Herold (fnu) as deputy. The drafting group was headed by Captain Herold and included surveying engineer Rasmus (fnu), a civilian employee as advisor for hydrographic survey and, surveying engineer Sobotka (fnu), a civilian, as advisor for geodetic survey. The first maritime survey group had a surveying personnel of nine, was equipped with motor launch ERNA, was headed by surveying engineer Wilke (fnu), a civilian employee and included surveying engineer Hoffmann (fnu) and surveying technician Baier (fnu). The second surveying group which also had nine men was equipped with 24-meter cutter JORDAN as surveying vessel and was headed by surveying technician Behrens (fnu).² The third maritime surveying group, with a surveying staff of nine and 24-meter cutter HYDROGRAF, was headed by surveying engineer Schwarz (fnu), a civilian. The special surveying group Hinz, with a 15-man staff, was headed by Lieutenant Hinz (fnu) and was equipped with seiner KARL F. GAUSS as surveying vessel.³ The geodetic surveying group was headed by surveying engineer Stopp (fnu), a civilian engineer and had a personnel of nine surveying men including surveying engineers Gollert (fnu) and Gloss (fnu), two civilian employees. The third office of SHD Stralsund was responsible for equipment, maintenance and shipyard supervision of SHD ships and vessels, and was headed by Korvettenkapitaen (Eng) Frese (fnu). SHD Stralsund had trucks and sedan

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3. SHD Wolgast, which was headed by Korvettenkapitaen Schomartz (fnu), had about the missions and personnel strength of the first office of SHD Stralsund. SHD Wolgast supervised the adjusting office and the hydrographical checking of the Peene River.

4. SHD Warnemuende was headed by Peterson (fnu). SHD Warnemuende had a surveying group headed by surveying engineer Wilhelm (fnu), a civilian, had Lieutenant Rebentrost (fnu) as surveying technician and was equipped with launch ROLAND as surveying vessel.

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5. The compass adjusting station in Sassnitz, headed by Captain Block (fnu), master mariner and civilian employee, and the hydrographic observation points in Parhoeft, Darsser Ort and Cape Arkona were attached to the SHD.

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1. Comment. [redacted] Dr Fruns was replaced by Commander Grawe as head of the Berlin SHD in December 1952. [redacted]
2. Comment. Surveying vessel JORDAN [redacted] was a new ship.
3. Comment. Surveying vessel KARL F. GAUSS, a new seiner-type vessel constructed in a Soviet Zone shipyard, was handed to the SHD Stralsund in January 1953. [redacted]

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